CHAPTER 4: CUMULATIVE EFFECTS

4.1 - Introduction

California Environmental Quality Act (CEQA) Guidelines Section 15130 requires the consideration of cumulative impacts within an Environmental Impact Report (EIR) when a project's incremental effects are cumulatively considerable. According to CEQA ". . . the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." In identifying projects that may contribute to cumulative impacts, CEQA allows the use of a list of past, present, and reasonably anticipated future projects, which have the potential to result in related or cumulative impacts, including those which are outside of the control of the lead agency.

In accordance with CEQA Guidelines Section 15130(b), ". . . the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, the discussion need not provide as great [a level of] detail as is provided for the effects attributable to the project alone." The discussion should be guided by standards of practicality and reasonableness, and it should focus on the cumulative impact to which the identified other projects contribute rather than on the attributes of other projects that do not contribute to the cumulative impact.

The proposed project's cumulative impacts were considered in conjunction with other proposed and approved projects in Suisun City. Table 4-1 provides a list of the other projects considered in the cumulative analysis.

Table 4-1: Cumulative Projects

Jurisdiction	Project	Characteristics	Status
City of Suisun City	Highway 12 Logistics Center	1.28 million square feet high-cube warehouse	Proposed
	Industrial Project	481,000 square feet industrial	Proposed
	7-Eleven	12 pump fueling station; 3,060-square-foot with convenience market	Completed
	Monte Verde	124 single-family residences	Proposed
	Taco Bell	2,530-square-foot restaurant	Proposed
	Blossom Apartments	180-unit multi-family housing	Under Construction
	Marina Village	160 multi-family housing	Under Construction
	Lawler Mixed-Use Development	75-residential units; 7,200 square feet of retail	Proposed
	Zip-Thru Car Wash	6,100-square-foot car wash	Completed

Jurisdiction	Project	Characteristics	Status
	Crystal School Residential	71 single-family residential units	Proposed
	Holiday Inn Express	83-room hotel	Completed
	Marina Storage	138,900-square-foot self-storage; 24,500-square-foot recreational and boat storage; 14,435 square feet of showroom space; 1,200 square feet of office space	Proposed
Note: These projects were pending, approved, or under construction at the time of Notice of Preparation issuance (January 2021). Source: Suisun City. 2021.			

4.2 - Cumulative Impact Analysis

The cumulative impact analysis below is guided by the requirements of CEQA Guidelines Section 15130. Key principles established by this section include:

- A cumulative impact only occurs from impacts caused by the proposed project and other past, present, and probable future projects. An EIR should not discuss impacts that do not result from the proposed project.
- When the combined cumulative impact from the increment associated with the proposed project and other past, present, and probable future projects is not significant, an EIR need only briefly explain why the impact is not significant; detailed explanation is not required.
- An EIR may determine that a project's contribution to a cumulative effect impact would be rendered less than cumulatively considerable if a project is required to implement or fund its fair share of mitigation intended to alleviate the cumulative impact.

The cumulative impact analysis that follows relies on these principles as the basis for determining the significance of the proposed project's cumulative contribution to various impacts.

4.2.1 - Aesthetics, Light, and Glare

The geographic scope of the cumulative aesthetics, light, and glare analysis is the area surrounding the project site. This is the area within view of the proposed project and, therefore, the area most likely to experience changes in visual character or experience light and glare impacts.

The proposed project consists of the development of 2.1 million square feet of industrial on 120 acres of the site and preservation of the remaining 47 acres as open space. The project site contains flat relief and is used for cattle grazing; it possesses no unique visual attributes. The project vicinity is at the transition of urban development and rural lands, with commercial, residential, recreational, and military uses to the west and north, and grazing land, marshland, and the Potrero Hills (including landfill) to the east and south. The project site is within the Suisun City Sphere of Influence (SOI) and represents the southeasternmost probable future city limits; urban development further east or

south is not contemplated by Suisun City General Plan and is largely precluded by such factors as airport land use compatibility and physical limitations (e.g., 100-year floodplains). Past, present, and foreseeable development would alter some intermittent views of the Potrero Hills for passersby traveling along Peterson Road. The interruption in views could be considered a potentially significant cumulative impact. The proposed project would intermittently obscure views of the Potrero Hills along approximately 0.5 mile of Peterson Road. Accordingly, the proposed project's incremental contribution to the cumulative impact would be cumulatively considerable.

As stated previously, five of the projects listed in Table 4-1 are within view of the project site. The project vicinity has existing sources of light and glare. All new light fixtures associated with the proposed project would be subject to the provisions of Suisun City, County of Solano, or Travis Air Force Base Land Use Compatibility Plan, which requires that new lighting must be directed, controlled, screened, or shaded in such a manner as not to shine directly on surrounding premises or interfere with aviation. As such, no significant change in light and glare levels would occur as a result of the proposed project. Other projects that involve the installation of new exterior lighting fixtures would be required to implement similar devices to prevent light spillage.

Therefore, the proposed project, in conjunction with other planned and approved projects, would not have a cumulatively significant impact relating to light and glare.

4.2.2 - Air Quality

The geographic scope of the cumulative air quality emissions analysis is the San Francisco Bay Area Air Basin (Air Basin), which encompasses most of the nine-county San Francisco Bay Area region including central Solano County. Air quality is impacted by topography, dominant air flows, atmospheric inversions, location, and season; therefore, using the Air Basin represents the area most likely to be impacted by air emissions. For greenhouse gas (GHG) emissions, the issue is global in nature.

All of the projects listed in Table 4-1 would result in new air emissions, during construction or operations (or both). The Air Basin is currently in nonattainment of the federal and State standards for ozone and is in nonattainment of the State standards for particulate matter less than 10 microns in diameter (PM_{10}) and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). Therefore, there is a cumulatively significant air quality impact with respect to these pollutants. Moreover, the Air Basin is anticipated to continue to be nonattainment for these pollutants and, thus, this cumulatively significant impact would exist in the future.

The proposed project would emit construction and operational criteria pollutant emissions at levels that would exceed the Bay Area Air Quality Management District (BAAQMD) thresholds. Mitigation is identified to reduce construction and operational criteria pollutant emissions (i.e., ozone precursors). Implementation of construction-related mitigation would sufficiently reduce proposed project construction emissions to less than significant levels; however, implementation of operation-related mitigation would not be sufficient to reduce the proposed project's operational NO_X emissions to less than significant levels. Thus, the proposed project's contribution would be

cumulatively considerable. There would be a significant and unavoidable cumulative impact with respect to criteria pollutant emissions.

As discussed in Section 3.2, Air Quality, cumulative cancer, non-cancer chronic and acute health impacts, and $PM_{2.5}$ concentrations were evaluated at the most impacted off-site sensitive receptor from all sources of toxic air contaminant (TAC) emissions located within 1,000 feet of the project site. A cumulative Health Risk Assessment (HRA) was conducted by adding the health risk values from refined modeling of the proposed project to the screening-level health risk values from each individual stationary and mobile source within a 1,000-foot radius of the site, including Highway 12 and stationary sources at the Travis Air Force Base. The HRA concluded that the main source of a cumulative community health risk are the existing sources, including stationary sources at Travis Air Force Base. The health risks to nearby sensitive receptors was not found to exceed the BAAQMD community health risk significance thresholds. Furthermore, the proposed project's individual contribution to cancer risk for all phases (plus the total of all past, present, and foreseeable future TAC sources within a 1,000-foot radius) is below the BAAQMD's 10-in-a-million threshold for determining cumulative TAC risk; therefore, the proposed project would not result in a cumulatively considerable contribution to TAC cancer risk.

4.2.3 - Biological Resources

The geographic scope of the cumulative biological resources analysis is the Suisun City area surrounding the project site. However, given that the project site is a transitional zone between urban and rural land uses, a 0.25-mile radius encompasses the biological resources most likely to be impacted by the proposed project's potential contribution to cumulative impacts. At least one of the projects listed in Table 4-1 are within 0.25 mile of the project site. The project site is mostly used for cattle grazing, with Union Creek and emergent wetlands located in the southern portion of the site. Urban development exists to the west and north of the project site and State Route (SR) 12 forms the southern border of the site. Recent development patterns and anticipated future growth throughout the Suisun City area is considered a cumulatively significant impact to biological resources that is due to the loss of potential habitat for rare species, sensitive riparian communities, and wetlands. Thus, the continued significant cumulative loss of potential habitat for rare species is expected to continue.

The proposed project has the potential to have a significant impact on pappose tarplant, Contra Costa goldfields, vernal pool fairy shrimp, California tiger salamander, northwestern pond turtle, burrowing owl, and nesting birds protected by the Migratory Bird Treaty Act (MBTA). Mitigation Measures (MM) BIO-1a through MM BIO-1j are proposed, requiring pre-construction surveys for these species and implementation of protection measures if they are found to be present. Some of the other projects listed in Table 4-1 are located on sites with similar biological attributes and, therefore, would be required to mitigate impacts on special-status plant and wildlife species in a manner similar to the proposed project. Even with the implementation of mitigation, impacts to pappose tarplant would remain significant and unavoidable, and therefore the proposed project would have a cumulatively considerable contribution to cumulative impacts related to the pappose tarplant. With respect to all other species, the required mitigation would reduce the proposed

project's incremental contribution to any significant cumulative impact on special-status plant and wildlife species to less than cumulatively considerable.

The proposed project has the potential to have a significant impact on sensitive riparian communities and wetlands. MM BIO-3a and MM BIO-3b require the applicant to obtain all requisite authorizations from agencies with jurisdiction over resources within the project site, and to meet a minimum performance standard (requiring one acre of restoration for each acre impacted by development). Such approvals may include Section 404 permit(s) from the United States Army Corps of Engineers (USACE); Section 1602 Lake and Stream Alteration Agreement(s) from the California Department of Fish and Wildlife (CDFW), and Section 401 Water Quality Certification(s) and/or Waste Discharge Requirements from the San Francisco Bay Regional Water Quality Control Board (San Francisco Bay RWQCB). Some of the other projects listed in Table 4-1 are located on sites with similar biological attributes and, therefore, would be required to mitigate impacts on sensitive riparian communities and wetlands. The required mitigation would reduce the proposed project's contribution to any significant cumulative impact on sensitive riparian communities and wetlands to less than cumulatively considerable.

With the exception of impacts to pappose tarplant discussed above, no other cumulatively significant impacts to biological resources were identified, and all other project-related biological resource impacts (e.g., wildlife movement, conservation plans) were found to be less than significant and did not require mitigation. Other projects that result in similar impacts would be required to mitigate their significant impacts. Because the proposed project's impact on all of these remaining biological resources is less than significant, it would not have a cumulatively considerable contribution to any significant cumulative impact.

4.2.4 - Cultural and Tribal Cultural Resources

The geographic scope of the cumulative cultural resources analysis is a 0.5-mile radius of the project site. Cultural resource impacts tend to be localized because the integrity of any given resource depends on what occurs only in the immediate vicinity around that resource, such as disruption of soils; therefore, in addition to the project site (including the off-site construction areas), the area near the project site would be the area most affected by project activities (generally within a 500-foot radius). No listed historic resources are within the project boundaries or within a 0.5-mile radius. Thus, there is a less than significant cumulative impact. Moreover, because no resources would be adversely impacted by project construction, the proposed project would not have a cumulatively considerable contribution to any cumulative impacts.

Tribal Cultural Resource (TCR) impacts tend to be localized, because the integrity of any given resource depends on what occurs in the immediate vicinity around that resource, such as disruption of soils; therefore, in addition to the project site itself, the area near the project site would be the area most affected by project activities (generally within a 0.5-mile radius). Results from the Northwest Information Center (NWIC) indicate that no resources have been recorded within 0.5 mile of the project site. Given that the proposed project would not have a known, direct impact on any known TCR and that no known resources are identified within 0.5 mile of the site, there is a less than

significant cumulative impact and the proposed project would not have a cumulatively considerable contribution to any cumulative impacts.

Additionally, construction activities associated with cumulative development projects in the project vicinity may have the potential to encounter undiscovered cultural resource or TCR. These cumulative projects would be required to mitigate impacts through compliance with applicable federal and State laws governing cultural resources.

The implementation of standard construction mitigation measures for past, present and future projects would ensure that undiscovered cultural resources or TCRs are not adversely affected by construction activities, which would prevent the destruction or degradation of potentially significant cultural resources in the project vicinity. However, there remains a possibility that past, present, and future projects would have a cumulative impact with respect to unanticipated discoveries.

Although there is the possibility that previously undiscovered cultural resource or TCRs could be encountered by subsurface earthwork activities associated with the cumulative projects, the implementation of construction mitigation measures (MM CUL-2 and MM CUL-3) would ensure that undiscovered cultural resources or TCRs are not adversely affected by the proposed project. Given the low potential for disruption, the standard conditions of approval, and mitigation measures that the proposed project would be required to implement, the proposed project's incremental contribution would not be cumulatively considerable. Accordingly, cumulative impacts would be less than significant.

With the implementation of MM CUL-2 and MM CUL-3, the proposed project would not result in a significant cumulative impact to cultural resources.

4.2.5 - Geology, Soils, and Seismicity

The geographic scope of the cumulative geology, soils, and seismicity analysis is the project vicinity. Adverse effects associated with geologic, soil, and seismic hazards tend to be localized, and the area near the project site would be the area most affected by project activities (generally within a 0.25-mile radius). Development in the project vicinity has not included any uses or activities that would result in geology, soils, or seismicity impacts (such as mining or other extraction activities), and there is no cumulatively significant impact.

Development projects in the project vicinity may have the potential to be exposed to seismic hazards. MM GEO-1 would be implemented to reduce the risk of loss, injury, or death in the event of a major earthquake; fault rupture; ground shaking; seismic-related ground failure; landslide; or liquefaction. Some or all of the other projects listed in Table 4-1 would be exposed to similar seismic hazards and, therefore, would be expected to implement similar regulatory requirements and mitigation measures. As such, the proposed project, in conjunction with other projects, would not have a cumulatively significant impact associated with seismic hazards.

Regarding soil erosion, development activities could lead to increased erosion rates for on-site soils, which could cause unstable ground surfaces and increased sedimentation in nearby streams and drainage channels. MM HYD-1a requires implementation of standard stormwater pollution

prevention measures to ensure that earthwork activities do not result in substantial erosion off-site. This mitigation, in turn, would require the applicant to comply with the National Pollution Discharge Elimination System (NPDES) stormwater permitting program, which regulates water quality originating from construction sites. The NPDES program, which governs projects statewide (and nationwide), requires the preparation and implementation of Stormwater Pollution Prevention Programs for construction activities that disturb more than 1 acre, and the implementation of Best Management Practices (BMPs) that ensure the reduction of pollutants during stormwater discharges, as well as compliance with all applicable water quality requirements. Since the proposed project would have to comply with federal and State regulations and required mitigation measures that are designed to minimize impacts to projects on a wide geographic scale, the proposed project's contribution to any significant cumulative erosion impact would be less than cumulatively considerable.

Finally, the project site contains fill soils that may not be suitable to support urban development. Standard grading and soil engineering practices would abate these issues. Some or all of the other projects listed in Table 4-1 would be exposed to expansive soil hazards or unstable geologic units and, therefore, would be expected to implement similar grading and soil engineering practices to address those impacts. The proposed project would not contribute to any significant cumulative impact due to expansive soils or unstable soil units.

Therefore, the proposed project as mitigated, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to geology, soils, and seismicity, assuming compliance with regulatory requirements.

4.2.6 - Greenhouse Gas Emissions and Energy

The geographic scope of the cumulative GHG emissions analysis is the planet. For GHG emissions, the issue is global in nature.

The proposed project would emit construction and operational GHG emissions at levels that would exceed the GHG significance thresholds formulated by the City, based in part on BAAQMD thresholds. Mitigation is proposed requiring the implementation of GHG reduction measures that would reduce emissions; however, it would not reduce it to below adopted thresholds. Therefore, the proposed project's contribution would remain cumulatively considerable, significant, and unavoidable

4.2.7 - Hazards and Hazardous Materials

The geographic scope of the cumulative hazards and hazardous materials analysis is the project area. Adverse effects of hazards and hazardous materials tend to be localized; therefore, the area near the project area would be most affected by project activities. Hazards and hazardous materials are extensively regulated at the federal, State, and local levels. There are no land uses in the project vicinity that are known to utilize large quantities of hazardous materials or involve hazardous activities, and there is no cumulatively significant impact. Moreover, the projects listed in Table 4-1 would be required by local, State, and federal law to abate these conditions. Because hazards and hazardous materials exposure is generally localized and development activities associated with the

other projects listed in Table 4-1 may not coincide with the proposed project, this effectively precludes the possibility of cumulative impacts.

It is highly unlikely that any of the other projects listed in Table 4-1 would need to protect an active natural gas pipeline and, therefore, there is negligible potential for cumulative impacts in this regard. The project site is crossed by a Pacific Gas and Electric Company (PG&E) natural gas pipeline, which would be left in place. MM HAZ-2 requires the implementation of various pipeline safety measures to reduce the potential for risk of upset to a less than significant impact; thereby reducing the proposed projects incremental contribution to the less than significant cumulative impact to below a level of significance. Table 4-1

The project site was previously used for agricultural land use activities, including structures, and, thus, there is the potential for hazards associated with residual agricultural chemicals, hazardous building materials, septic systems, and groundwater wells. Local municipalities are required to follow local, State, and federal laws regarding hazardous materials, which would further ensure that potential contamination or exposure to hazardous materials is avoided or controlled to minimize the risk to the public as future development projects are implemented. However, the cumulative impact from development could still be potentially significant. The proposed project would implement MM HAZ-3a through HAZ-3c to abate those conditions to a level of less than significant. Therefore, because of the less than significant cumulative impact in the geographic scope and the proposed project's less than significant contribution to any impact, the proposed project would not result in a cumulatively considerable impact with respect to hazardous materials.

4.2.8 - Hydrology and Water Quality

The geographic scope of the cumulative hydrology and water quality analysis is the project vicinity, generally areas within 0.5 mile of the project site for stormwater impacts that are due to natural drainage patterns, drainage infrastructure, and impervious surfaces, all of which contribute to limiting the distance of stormwater flows. Hydrologic and water quality impacts tend to be localized; therefore, the area near the project site would be most affected by project activities. Generally, the nature and types of surrounding development, existing stormwater infrastructure and regulatory requirements have ensured that no cumulatively significant impacts related to water pollutants or flooding exist within the immediate project vicinity. However, as discussed in Section 3.7, Hydrology and Water Quality, three downstream waterways—Suisun Marsh, Suisun Slough, and Suisun Bay—are listed on the 303(d) List of impaired waterbodies for various pollutants or stressors, which originate from a variety of sources including urban, resource, foreign, natural, and unknown. Projects that propose new development are required to implement adopted local, State, and federal regulations. Nonetheless, this represents a cumulatively significant impact related to water quality. The proposed project would involve short-term construction and long-term operational activities that would have the potential to degrade water quality in downstream water bodies. However, MM HYD-1a and MMHYD-1b are proposed that would require implementation of various construction and operational water quality control measures to prevent the release of pollutants into downstream waterways. The required mitigation would reduce the proposed project's incremental contribution to any significant cumulative water quality impact to below a level of significance.

No other cumulatively significant impacts to hydrology and water quality were identified. Moreover, all other project-related hydrology impacts (e.g., groundwater, drainage, and 100-year flood hazards) were found to be less than significant without mitigation and would not contribute to the less than significant cumulative impacts. Accordingly, the proposed project would not result in cumulative impacts to hydrology or water quality.

4.2.9 - Land Use

The geographic scope of the cumulative land use analysis is the Suisun City SOI, which includes areas within the city limits as well as unincorporated areas that are within the City's "probable future boundary." Land use decisions are made at the city level; therefore, the Suisun City SOI is an appropriate geographic scope. Development within Suisun City is governed by the City's General Plan and City Code, which ensure logical and orderly development and require discretionary review to ensure that projects do not result in land use impacts caused by inconsistency with the General Plan and other regulations. Additionally, all development within Suisun City is assessed for consistency with the Travis Air Force Base Land Use Compatibility Plan, and projects requiring annexation are assessed for consistency with Solano Local Agency Formation Commission criteria. As a result, there is no cumulatively significant land use impact.

The project site is currently designated "Special Planning Area," by the General Plan. The site is not currently zoned by the City because it is located in unincorporated Solano County. The proposed project involves the development of 2.1 million square feet of industrial and commercial uses on 120 acres of the site and preservation of the remaining 47 acres as open space. In conjunction with annexation of 167 acres of the project site into Suisun City, the project site would be re-designated and pre-zoned, which would serve to bring the proposed project into conformance with the General Plan and Zoning. Furthermore, the proposed project was assessed for consistency with the Travis Air Force Base Land Use Compatibility Plan and Cortese-Hertzberg-Knox Local Government Reorganization Act of 2000 requirements for annexation and found to be consistent with both. Thus, the proposed land use changes would be consistent with all applicable planning documents and impacts would be less than significant.

Development projects in the Suisun City SOI would continue to be required to demonstrate consistency with all applicable City of Suisun City General Plan, City Code, Travis Air Force Base Land Use Compatibility Plan and Solano Local Agency Formation Commission criteria (as applicable). This would ensure that these projects comply with applicable planning regulations. Those projects listed in Table 4-1 that have been previously approved have been deemed consistent with all applicable planning documents. For pending projects, the lead agency would be required to issue findings demonstrating consistency with the applicable planning documents if they are ultimately approved.

Therefore, the proposed project, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to land use.

4.2.10 - Noise

The geographic scope of the cumulative noise analysis is the project vicinity, including surrounding sensitive receptors. Noise impacts tend to be localized; therefore, the analysis in Section 3.10, Noise

includes a cumulative analysis of existing, proposed, and anticipated future noise levels near the project site. Outdoor noise measurements taken at the project site indicate that the average ambient noise levels are within the "normally acceptable" or "conditionally acceptable" range for all land uses. Therefore, there is no cumulatively significant noise impact in the project vicinity.

The proposed project's construction noise levels may cause a temporary substantial increase in noise levels at nearby receptors. Mitigation is included that would require implementation of construction noise attenuation measures to reduce noise levels to a level of less than significant. Other projects listed in Table 4-1 would be required to implement similar mitigation and adhere to Suisun City Code restrictions regarding construction noise. Because of the characteristics of noise, only projects located in proximity of the project site (roughly 0.5 mile) would have the potential to cumulatively contribute to ambient noise levels in the project vicinity. It is highly unlikely that a substantial number of the cumulative projects would be constructed simultaneously and close enough to one another for noise impacts to be compounded, given that the projects listed in Table 4-1 are at widely varying stages of approval and development. Therefore, it is reasonable to conclude that construction noise from the proposed project would not combine with noise from other development projects to cause cumulatively significant noise impacts; moreover, the proposed project's incremental contribution would not be cumulatively considerable.

The proposed project's construction and operational vibration levels would not exceed annoyance thresholds, and impacts would be less than significant. Because vibration is a highly localized phenomenon, there would be no possibility for vibration associated with the proposed project to combine with vibration from other projects because of their distances from the project site. Therefore, the proposed project would not contribute to a cumulatively significant vibration impact.

The proposed project's contribution to vehicular noise levels would not exceed the applicable thresholds of significance, which take into account existing noise levels as well as noise from trips associated with other planned or approved projects. Moreover, the proposed project's vehicular trips would not result in a substantial incremental contribution to ambient noise levels under baseline-with-project and future-with-project conditions. These noise levels account for existing vehicle trips as well as vehicle trips from future projects. Finally, because several of the projects included within the scope of the transportation analysis are more than 1 mile from the project site, cumulative vehicular trips would be unlikely to add to roadway noise levels in the project vicinity. Thus, the proposed project would not combine with other projects to cause a cumulatively significant increase in ambient roadway noise. Thus, the proposed project would not combine with other projects to cause a cumulatively considerable increase in ambient roadway noise.

The proposed project's contribution to ambient noise levels from project-related stationary source operational noise would not result in any perceptible increase in ambient noise levels as measured at the nearest noise-sensitive receptors in the project vicinity. Thus, the proposed project would not combine with other projects to cause a cumulatively significant increase in ambient noise as measured at the nearest noise-sensitive receptors.

Other projects listed in Table 4-1 would be required to evaluate noise and vibration impacts and implement mitigation, if necessary, to minimize noise impacts pursuant to local regulations.

Therefore, the proposed project, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to noise.

4.2.11 - Public Services

The geographic scope of the cumulative public services analysis is the service area of each of the providers serving the proposed project. Because of differences in the nature of the public service and utility topical areas, they are discussed separately. No cumulatively significant impacts have been identified for any of these areas, as all service providers are able to achieve the requisite level of service, capacity, or response times.

Fire Protection and Emergency Medical Services

The geographic scope of the cumulative fire protection and emergency medical services analysis is the Suisun City Fire Department's service area, which consists of the Suisun City limits. The service area population is approximately 29,000.

The proposed project would develop 2.1 million square feet of industrial and commercial uses on 120 acres of the project site and preserve the remaining 47 acres of open space. The proposed project is estimated to employ up to 2,059 persons at buildout.

The Suisun City Fire Department currently is below its response time objective of 5 minutes or less to 90 percent of calls. This is a cumulative impact recognized by Suisun City General Plan, which calls for the development of two new fire stations at either end of the City to improve response times. The proposed project would contribute development fees to fund capital improvements to fire facilities and, thus, would contribute to improve this existing deficient condition.

Additionally, the proposed project would comply with all applicable requirements of the California Fire Code, including provision of detection and fire sprinkler systems, which would contain fires prior to on-scene arrival by fire crews. Other development projects in the Fire Department's service area would be reviewed for impacts on fire protection and emergency medical services and would be required to address any potential impacts with mitigation.

Service delivery does not have a physical impact on the environment and the Fire Department did not identify a need to construct new or expanded fire facilities due to the proposed project. Therefore, the proposed project, in conjunction with other future projects, would not have a cumulatively significant impact related to fire protection and emergency medical services.

Police Protection

The geographic scope of the cumulative police protection analysis is the service area of the Suisun City Police Department, which consists of the Suisun City limits.

The proposed project would develop 2.1 million square feet of industrial and commercial uses on 120 acres of the project site and preserve the remaining 47 acres of open space. The proposed project is estimated to employ up to 2,059 persons at buildout. The Police Department indicated that it could serve the proposed project without needing new or expanded police protection

facilities. Other development projects within the Police Department service area would be reviewed for impacts on police protection and would be required to address any potential impacts with mitigation to the extent that they would require new or expanded police protection facilities that could have physical effects on the environment. Note that service delivery does not have a physical impact on the environment. According to the Police Department, existing facilities are sufficient to serve the proposed project in conjunction with past, present, and future cumulative projects. Therefore, the proposed project, in conjunction with other future projects, would not have a cumulatively significant impact related to police protection.

4.2.12 - Transportation

The geographic scope of the cumulative transportation analysis is the roadway network within Suisun City. As discussed in Section 3.11, Transportation of this EIR, study facilities consist of 15 study intersections and three roadway segments.

All the new development projects listed in Table 4-1 would generate new vehicle trips and Vehicle Miles Traveled (VMT). The proposed project includes measures that would require the project applicant to contribute to improvements at these locations that would restore operations to acceptable levels. However, implementation of improvements requires the cooperation of third-party agencies, which is not assured. Moreover, not all of the necessary improvements are identified in adopted capital improvement programs with funding secured. Therefore, the proposed project, in conjunction with other projects, would impact traffic operations Near-Term Plus Project Traffic conditions; However, although the proposed project would include measures to reduce Level of Service (LOS) at certain locations for the benefit of the City, mitigation is not required by CEQA because LOS exceedances can no longer be considered significant indirect, direct or cumulative impacts under CEQA (see Subsection 3.12.4, Regulatory Framework).

The proposed project would generate additional VMT that would exceed the City's established VMT target. Mitigation is proposed requiring implementation of feasible Transportation Demand Management measures; however, these measures would not reduce the impact to a level of less than significant. Thus, the proposed project would contribute to cumulatively considerable effects.

Potential impacts related to hazards from design features or incompatible uses are project site specific (e.g., design features, sight distance, etc.) and would not combine with other projects to result in a cumulative impact. The proposed project and other past, present, and reasonably foreseeable future projects have complied and must comply with local, standard requirements for transportation-related design features specifically adopted to avoid and reduce hazards from project design or the location of incompatible uses, thereby reducing the potential for significant cumulative impacts to less than significant levels. Therefore, no significant adverse cumulative impacts would result from the proposed project combined with past, present, and probable future projects.

Similarly, the provision of adequate emergency access is site specific and would not combine with other projects. The proposed project and other past, present, and reasonably foreseeable future projects must comply with local, standard requirements for adequate emergency access specifically adopted to avoid or reduce the potential for inadequate access. Furthermore, the proposed project and other projects would not have significant impacts on the performance of the study intersections

and, therefore, it can be inferred that it would also not impair emergency response to the project vicinity. Therefore, no significant adverse cumulative impacts would result.

4.2.13 - Utilities and Service Systems

Potable Water

The proposed project and the proposed Highway 12 Logistics Center would demand a combined 240 acre-feet of water annually. In August 2022, the City of Suisun City and Solano Irrigation District (SID) entered into a second amended implementation/lease agreement that allows the City to transfer its State Water Project entitlement to SID in exchange for additional Solano Project water deliveries to Suisun-Solano Water Authority (SSWA). The additional Solano Project to cover the 240 acre-feet of water needed to serve the proposed project and the proposed Highway 12 Logistics Center Project. As such, adequate water supply would be available.

It should be noted that not all the projects listed in Table 4-1 are located within the SSWA water service area. However, for those projects that are located with the SSWA water service area, the Water Supply Assessment (WSA) anticipates adequate water supplies would be available (with either Solano Project Water or North Bay Aqueduct water). These projects also would be required to demonstrate that they would be served with potable water service as a standard requirement of the development review process, and these projects may be required to implement water conservation measures to the extent they are required. Therefore, once the new water supply for the proposed project is in place, the proposed project, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to water supply.

Wastewater

The geographic scope of the cumulative wastewater analysis includes the areas tributary to Fairfield-Suisun Sewer District Chadbourne Road Treatment Plant. The treatment plant serves urban areas in central Solano County, including the cities of Fairfield and Suisun City, and Travis Air Force Base. This treatment plant has adequate capacity to serve existing and planned future development, and therefore no cumulatively significant impact currently exists with respect to wastewater treatment.

All future projects would be required to demonstrate that sewer service is available to ensure that adequate sanitation can be provided. The proposed project is estimated to generate 158,965 gallons of wastewater on a daily basis (0.159 million gallons per day [mgd]). FSSD completed a treatment plant expansion that increased the average dry weather capacity from 17.5 to 23.7 mgd and reliable peak-flow capacity from 34.8 to 52.3 mgd. The treatment plant currently receives an average daily flow of 13.0 mgd. The addition 0.159 mgd of effluent from the proposed project would represent 1.5 percent of the 10.7 mgd of available capacity at the Chadbourne Road Treatment Plant.

As such, the plant would be expected to accept the proposed project's increase in effluent without needing to expand existing or construct new facilities, as the treatment capacity is sufficient to serve both the proposed project and planned future development in the area. Therefore, the proposed project, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to wastewater.

Storm Drainage

The geographic scope of the cumulative storm drainage analysis is Union Creek, which currently receives runoff from the project site and would continue to do so in the future. Union Creek does not exhibit indications of capacity deficiencies under existing conditions.

All future development projects in the project vicinity would be required to provide drainage facilities that collect and detain runoff such that off-site releases are controlled and do not create flooding. The proposed project would install a network of storm drainage facilities within the project site consisting of inlets, underground piping, and basins. This would ensure that the proposed project would not contribute to downstream flooding conditions during peak storm events and would avoid cumulatively significant stormwater impacts to downstream waterways at times when capacity is most constrained. The proposed project would also implement pollution prevention measures during construction and operations to ensure that downstream water quality impacts are minimized to the greatest extent possible. Therefore, the proposed project, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to storm drainage.

Solid Waste

The geographic scope of the cumulative solid waste analysis comprises the areas served by the Potrero Hills Landfill, which serves Suisun City and numerous other jurisdictions within a 150-mile radius. The landfill has 38.8 million cubic yards of remaining capacity, and therefore no cumulatively significant impact currently exists regarding solid waste disposal.

Future development projects would generate construction and operational solid waste and, depending on the volumes and end uses, would be required to implement recycling and waste reduction measures. The proposed project is anticipated to generate 11,537 cubic yards of solid waste during construction and 14,236 cubic yards annually during operations. Both waste generation values represent less than 0.01 percent of the remaining capacity figure at the three landfills. As such, sufficient capacity is available to serve the proposed project as well as the projects listed in Table 4-1 for the foreseeable future. Accordingly, the proposed project, in conjunction with other future projects, would not have a cumulatively significant impact related to solid waste.